REMARKS

Pursuant to the Office Action for the above-identified case mailed January 17, 2003, and to the personal interview courteously granted to Applicants' representatives on March 11, 2003, Applicants submit this Response. In this case, Claims 1 to 39 were pending previously. In this Response, Claims 1, 11, 19, 36, and 37 have been amended. Claims 38 and 39 have been canceled without prejudice or disclaimer. Applicants expressly reserve the right to seek protection for any subject matter disclaimed by those amendments and/or canceled by those cancellations via one or more divisional, continuation and continuation-in-part application. Claims 40 to 61 are being added. The specification has been amended in various places for minor grammatical reasons. No new matter has been introduced by way of any of the amendments or additions. A Supplemental Information Disclosure Statement is submitted herewith. Checks in the amount of $180.00 and $222.00 are submitted herewith respectively to cover the cost for the Supplemental Information Disclosure Statement and the additional claims. Please charge Deposit Account 02-1818 for any additional fees that are deemed necessary.

In the Office Action, Claims 1 to 10, 19 to 21, 24, 25, 38 and 39 were rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 4,755,401 to Friederich et al. ("*Friederich*"). Claims 1, 2, 11, 19 to 21, 24 to 26, 38 and 39 were rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,227,989 to Reid ("*Reid*"). Claims 1 to 3, 5, 7 to 10, 19 to 21, 24, 25, 38 and 39 were rejected under 35 U.S.C. § 102(e) as being anticipated by published application US 2002/0028307 to Prevost ("*Prevost*"). Claims 11 to 18, 22, 23 and 26 to 37 were rejected under 35 U.S.C. § 103(a) as being obvious in view of *Friederich*, *Reid* and in further view of U.S. Patent No. 4,044,179 to Haas Jr. ("*Haas*"). Claims 12 to 18, 22, 23 and 27 to 37 were rejected under 35 U.S.C. § 102(e) as being anticipated or, in the alternative, under 35 U.S.C. § 103(a) as being obvious in view of *Reid* or in further view of *Haas*. Claims 4, 6, 11 to 18, 22, 23 and 26 to 37 were rejected under 35 U.S.C. § 103(a) as being obvious in view of *Prevost*, *Haas* and *Reid.*

In the personal interview courteously granted to Applicants' representatives on March 11, 2003, Applicants discussed a number of distinctions between the present invention and the references cited. The present invention in general provides a way to combat one of the most hazardous and commonly occurring dangers at an airport, namely, runway and taxiway incursions and other ground transportation errors. The present invention provides an apparatus

and method to permanently mark the unpaved areas adjacent to runways and taxiways. Heretofore, it has been prohibitive to paint or otherwise mark natural grass since grass grows, requiring mowing, which would destroy an airport marking provided thereon. The permanent nature of the synthetic grass of the present invention on the other hand enables airport markings to be permanently installed via colored fibers that collectively form the marking.

The markings can repeat similar or same markings on the paved structures of the airport or extend the markings from the paved structures outwardly so that, for example, a pilot who taxies the plane to a line can look out the window and see the line extending in one or both directions onto the artificial turf. A pilot or grounds person can also see the turf marking, which can be larger than the same marking on the pavement, ahead of an intersection or cross way, or ahead of a like pavement marking, and gain instructions therefrom. A pilot landing a plane can see additional and perhaps larger landing markings pointing the pilot towards the runway. The airport markings provide many other similar uses.

The artificial turf is also permanently installed at the airport and is attached to the runway or taxiway in one embodiment. In that manner, the turf does not fly up or lift off of the ground due to the force of a jet blast. The airport markings are sized in certain embodiments to be larger than like markings on the pavement or to be large enough to be seen by passengers from an airplane that is landing.

The art of record does not teach or disclose the use of artificial turf to define at least a portion of a marking that appears likewise on a runway or taxiway of an airport. Indeed, the only reference suggesting the use of artificial turf at airports is the *Reid* reference, which in column 2 discusses the provision of lines on a grass airport runway. *Reid* provides no hint or suggestion of using the line system disclosed therein to repeat markings placed on the runway adjacently on the surface outside of the runway or to extend a line on a paved runway out onto the turf adjacent to the runway. Indeed, many of the airport markings discussed and claimed in the present invention are too complex to be made using the *Reid* system, which discloses a method and apparatus for making an artificial turf line.

In the Supplemental Information Disclosure Statement Applicants submit published PCT Application No. WO 02/20903 (PCT/CA01/01275) ("PCT Application") and an Affidavit provided by James A. Greif, dated January 31, 2003 ("Affidavit") as well as a number of Advisory Circulars from the Federal Aviation Administration and internet publications relating

to airport markings ("Advisory Circulars"). Those references are being provided out of an abundance of caution. Applicants do not admit that such references are prior art to the present invention. However, in the event that the Examiner believes that such references are prior art to the present invention, Applicants submit that such references do not remedy the deficiencies of the art cited in the Office Action.

The Advisory Circulars and the PCT Application discuss the use of glass beads and fiber optic lights. Glass beads are reflective and make an existing marking more visible. The PCT reference also discloses the use of a light emitting cable, such as a laser beam, crystal light source or light emitting diode (see page 8 of PCT Application). The PCT Application discloses at page 8, line 30, the use of a reflective fabric attached to the pile fabric or synthetic turf. The PCT reference does not disclose the use of colored artificial turf fibers to create an airport marking. Indeed, Applicants submit that the PCT Application teaches away from using such marking fibers via the disclosure of its light emitting system.

Turning now to the claims, Claim 1 as amended is directed to an artificial turf for providing a marking in an airport. The turf includes a backing and a plurality of base fibers secured to the backing. A plurality of marking fibers are secured to the backing so as to visually define at least a portion of an airport marking. The marking fibers are located on the backing so that when the turf is installed at the airport, at least a portion of a runway or taxiway marking appears adjacent to the first marking fibers.

The prior art of record does not disclose, teach or suggest Claim 1 as amended. In particular, the *Reid* reference does not disclose artificial turf having base fibers and marking fibers. Instead, *Reid* discloses the use of a backing sheet 20 that allows natural grass 40 to grow through the backing. *Reid* then discloses placing an artificial line 30 between natural grass sections formed through the backing sheet 20. In essence, *Reid* discloses a combination synthetic and natural grass system. The artificial turf of Claim 1 on the other hand includes synthetic base fibers and synthetic marking fibers. Accordingly, Applicants respectfully submit that Claim 1 as amended is patentable and allowable over *Reid*.

Moreover, neither *Reid*, *Friederich* nor *Prevost* teaches or suggests: (i) arranging marking fibers amongst base fibers to define at least a portion of an airport marking; (ii) placing the turf adjacent to a runway; and (iii) positioning the marking fibers in the artificial turf so that when the turf is laid down next to a runway, the marking defined at least partially by the turf is

adjacent to a marking painted or otherwise provided on the runway or taxiway. Accordingly, Applicants respectfully submit that amended Claim 1 and Claims 2 to 18 and new Claims 40 to 44 that depend therefrom are each structurally different, patentable and allowable over *Reid*, *Friederich*, and *Prevost*.

Dependent Claims 2 to 18 and 40 to 44 provide additional patentable features. For example, multiple markings (Claims 2 to 8), an aligned marking (Claim 11), navigational markings (Claims 12 to 17), the specific markings (Claim 18), a synthetic marking that is larger than a pavement marking (Claim 40), a slightly forward marking (Claim 41), a marking visible while landing at an airport (Claim 42), lettering/wording (Claim 43) and a marking provided on two sides of a runway or taxiway (Claim 44) are each structural features not shown in *Reid*, *Friederich*, and *Prevost*.

Turning now to Claim 19, Claim 19 as amended is directed to an artificial turf for providing a marking at an airport. The artificial turf includes a backing and a plurality of base fibers secured to the backing. The turf also includes a plurality of marking fibers secured to the backing so as to visually define at least a portion of an airport marking. The marking fibers have a different pigment than the base fibers. The marking fibers are located on the backing so that when the turf is installed on a runway or taxiway of the airport, the airport marking is sized and positioned proximate to the runway or taxiway to aid a pilot or ground personnel to navigate through the airport.

The above-mentioned references do not disclose, teach or suggest providing marking fibers of a different pigment than the base fibers and securing the marking fibers so as to define visually at least a portion of an airport marking. Further, the references do not disclose locating the marking fibers on the backing so that when the backing is installed next to a runway or taxiway, a pilot or grounds person can look out onto the artificial turf and gain navigational instructions from the marking fibers.

As stated above, *Reid* discloses a natural grass and synthetic line system. *Friederich* and *Prevost* do not mention an airport, nor do they mention an airport marking. Further, the references in combination do not mention or suggest placing a marking on synthetic turf so that the turf can be installed next to a runway or taxiway and so that the marking provides navigational information to a pilot or grounds person. As also discussed above, the PCT Application does not disclose and teaches away from the use of a multi-pigmented turf.

Applicants therefore respectfully submit that Claim 19 and Claims 20 to 35 and new Claims 45 to 50 that depend therefrom are each structurally different, patentable and allowable over *Reid, Friederich* and *Prevost.*

Dependent Claims 20 to 35 and 45 to 50 also provide additional patentable features. For example, fluorescent airport marking fibers (Claim 22), painted airport marking fibers (Claim 23), the specific markings (Claims 27 to 35), a synthetic repeat of a pavement marking (Claim 45), a synthetic marking that is larger than a pavement marking (Claim 46), a slightly forward marking (Claim 47), a marking visible while landing at an airport (Claim 48) and a marking provided on two sides of a runway or taxiway (Claim 50) are each structural features not shown in *Reid, Friederich,* and *Prevost.*

Turning now to Claim 36, amended Claim 36 is directed to an airport marking system. The system includes a backing and a plurality of base fibers secured to the backing. A plurality of marking fibers are secured to the backing. The marking fibers are visually different from the base fibers. The system also includes an attachment mechanism that secures the backing to a runway or taxiway of the airport.

The prior art of record does not disclose or teach amended Claim 36. In particular, no reference discloses, teaches or suggests the provision of an attachment mechanism that secures the backing to a runway or taxiway of an airport. The *Reid* reference describes the use of its line system on a grass runway, which is inherently different than Claim 36. *Friederich* and *Prevost* do not reach the subject of surfaces provided at airports. Accordingly, those references cannot teach an attachment mechanism that secures a backing having multi-colored fibers to a runway or taxiway. It is respectfully submitted therefore that Claim 36 as amended and added Claims 51 to 56 that depend therefrom are each patentable and allowable over the art of record.

Turning now to Claim 37, Claim 37 is directed to an airport marking and arrester bed system. The system includes a backing and a plurality of base fibers secured to the backing. A plurality of marking fibers are secured to the backing, wherein the marking fibers are visually different from the base fibers. A base is provided beneath the backing, wherein the base is adapted to slow a moving aircraft. An attachment mechanism secures the backing to a runway or taxiway of an airport. For each of the reasons described above, neither *Reid, Friederich* nor *Prevost* discloses, teaches or suggests amended Claim 37. Additionally, none of those references

hints at a base that slows the motion of a runaway aircraft. Applicants respectfully submit that Claim 37 is structurally different, patentable and allowable over the art of record.

Regarding the obviousness rejections for Claims 36 and 37, the combination of *Haas*, *Reid, Friederich* and *Prevost* does not remedy the deficiencies of those references with regard to amended Claims 36 and 37. It appears from the Office Action that *Haas* is used primarily to teach improved drainage for artificial turf systems. That teaching does not remedy the failure of the references to teach an attachment mechanism that secures the backing of the artificial turf to a runway or taxiway.

Additionally, because amended Claims 1 and 19 are patentable as set forth above, the obviousness rejection of Claims 11 to 18, 22, 23 and 26 to 35 in view of *Friederich, Haas* and *Reid* is rendered moot. Further, the obviousness rejection of Claims 12 to 18, 22, 23 and 27 to 35 in view of *Reid* and *Haas* is rendered moot. Still further, the obviousness rejection of Claims 4, 6, 11 to 18, 22, 23 and 26 to 35 in view of *Prevost*, *Haas* and *Reid* is rendered moot.

Turning now to the added independent claims, each of those claims includes limitations similar to those described above that distinguish the above claims over the art of record. In particular, added Claim 57 includes the limitation that an artificial turf backing is placed adjacent to a runway or taxiway at an airport. A plurality of base and marking fibers are secured to the backing, wherein the marking fibers define at least a portion of an airport marking selected from the group consisting of: a runway holding position line, a taxiway holding position line, an instrument landing system boundary marking, a holding position signal, a direction signal and a location signal.

No reference cited discloses, teaches or suggests the placement of turf next to a runway or taxiway, wherein the turf itself defines an airport marking. Moreover, no reference discloses using artificial turf for the specific airport markings delineated in the Markush Group. Those are structural limitations not taught by the art of record. Applicants therefore respectfully submit that Claim 57 and Claim 58 that depends therefrom are patentably distinguished over the art of record. Furthermore, Claim 58 adds the limitation that the airport marking repeats a marking displayed on the runway or taxiway. This too, is absent in the art of record.

Newly added independent Claim 59 is directed to an airport marking system. In that claim, the backing is again adjacent to a runway or taxiway of the airport. A plurality of base and marking fibers are provided. The marking fibers visually define at least the portion of an

airport marking that is visible from an aircraft landing at the airport. Again, the references do not disclose, teach or suggest providing an artificial turf that itself defines an airport marking and placing that turf next to a runway or taxiway. Further, the references fail to disclose providing a marking that can be seen from an airplane landing at an airport. Accordingly, Claim 59 and Claims 60 and 61 that depend therefrom are each patentable and allowable over the art of record.

An earnest endeavor has been made to place this application in condition for formal allowance and in the absence of more pertinent art such action is courteously solicited. If the Examiner has any questions regarding this Response, Applicants respectfully request that the Examiner contact the Applicants' attorney designated below.

Attached hereto is a marked-up version of the changes made to the specification and claims by the current response. The attached page is captioned "**Version with Markings to Show Changes Made.**"

Respectfully submitted,

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

In the Specification:

The paragraph beginning at page 4, line 19, has been amended as follows:

> Another well known and potentially dangerous safety problem furthered by natural grass are ~~thus~~ birds and other animals. Many birds including gulls, waterfowl, raptors such as hawks and other species flock to airfields to eat, drink and reproduce. Birds eat insects and grubs which live in natural grass up to six inches (15 cm) below the soil surface. Birds also eat rodents, which feed on the insects. Standing water, especially after fresh rains, attracts many species of birds, including waterfowl. Large birds such as ducks or geese also create especially dangerous conditions for aircraft and are classified as FODs. Natural grass further provides materials and cover for birds to nest and breed.

The paragraph beginning at page 29, line 3, has been amended as follows:

> Fig. 9 is a fragmentary cross-sectional view, taken along line IX-IX of Fig. 2, of one preferred embodiment of the present invention for interfacing the artificial turf and associated sub-surface of the present invention with natural grass;

The paragraph beginning at page 34, line 1, has been amended as follows:

> More specifically, Fig. 3 illustrates an existing runway or taxiway section 52 imbedded in the existing soil 58. The thickness or depth of airport runways or taxiways varies in accordance with airport or airfield engineering specifications. Many existing runways or taxiways are 18 inches (45 cm) thick or deep. The soil 58 includes a soil top surface 60 that is preferably below a runway or taxiway top surface 62, and which ~~or abutts~~ abuts a side wall 64 of the runway or taxiway 52. To aid in the description of the present invention, the term "runway" hereafter refers to a runway, a taxiway or any other road traveled by airplanes.

The paragraph beginning at page 38, line 12, has been amended as follows:

> The weed barrier 56 also functions as a mat or cover that provides stability as the remainder of the system is installed. When the soil 58 is compacted it is in an unnatural condition whereby wind, machinery, workers, etc., can kick up the soil 58, adding air to it and lessening the level of compaction. The weed barrier 56 counteracts the tendency for the soil 58 to decompress by not allowing the soil surface 60 to be easily disrupted. Accordingly, a heavier or thicker weed barrier 56, e.g., 1/8 inch, (.31 cm) is preferably used in certain installations to provide additional stability on unstable soil.

The paragraph beginning at page 40, line 10, has been amended as follows:

> The artificial turf system 50 includes a base material 70 that characteristically or inherently retards plant and animal life, absorbs water and enables water to drain ~~though~~ through to the weed barrier 56 between the base material 70 and the soil

surface 60 and provides a firm and stable foundation for the synthetic turf 54. The base material 70 includes any material having such characteristics including, but not limited to: rock, crushed rock, concrete, or any combination thereof. The base material 70 also includes sand in combination with rock, crushed rock or concrete.

The paragraph beginning at page 46, line 5, has been amended as follows:

Referring now to Fig. 4, a T shaped spike 120 or pinning device ~~is preferably~~ used for the present invention is illustrated. The top horizontal section 122 of the pinning device is preferably four inches (10 cm) long although the appropriate length will vary with the installation. The horizontal section 122 is preferably circular in cross-section is preferably 1/4 inch (.62 cm) in diameter although the shape and diameter may vary based on the installation. The vertical spike section 124 is preferably ten inches (25 cm) long although the appropriate length will vary with the installation. The vertical spike section 124 is also preferably circular in cross-section and is preferably 1/4 inch (.62 cm) in diameter although the shape and diameter may vary based on the installation. The pinning device and specifically the horizontal section 122 and the vertical spike section 124 are preferably of steel reinforced bar, which are welded, forged, fastened or otherwise suitably fixed so that one end of the vertical spike section 124 connects substantially to the middle of the horizontal section 122.

The paragraph beginning at page 53, line 15, has been amended as follows:

Referring now to Fig. 7, an fragmentary cross-sectional view, taken along the section line VII-VII of Fig. 2, of one embodiment of an artificial turf system 110 illustrates an airport runway or taxiway section 52 adjacent to the artificial turf 54 and a sub-surface having a weed barrier 56 and a waterproof membrane 76. A system 110 implementor preferably: (i) excavates, grades, scarifies and compacts an application specific amount of the soil 58 to create a desired soil surface 60 (for existing airports and in certain instances for a new airport); (ii) installs a desired weed barrier 56 onto the soil surface 60; (iii) glues and ramsets a composite stud or member 66 using a suitable non-toxic glue and ramset 68; (iv) installs and compacts to tested specification an application specific amount of base material 70, preferably 3/4 inch (1.87 cm) road base or 3/4 inch (1.87 cm) minus crushed rock with binder; (v) installs a second sheet, which in this embodiment is a waterproof membrane 76, and the staples or suitably attaches the membrane to the top of the composite stud or member 66; (vi) installs a preferred two inch (5 cm) artificial turf by stapling and gluing the turf initially to the composite stud or member 66, ~~sewing~~ sews separate adjacent and interior sections of turf together as necessary, ~~pulling~~ pulls the sewed section taught, and ~~driving~~ drives pinning devices 74 in a preferred grid pattern to secure the turf before applying infill; and (vii) ~~applying~~ applies an application specific infill (preferably non-uniform sand) to an application specific height (preferably one inch (2.5 cm) below the tips of the turf's grass-like fibers).

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The paragraph beginning at page 58, line 14, has been amended as follows:

> Referring now to Fig. 10, a top plan sectional view of an airport or airfield 150, including sections of airport runways, taxiways and areas 152 of adjacent synthetic turf employing a soft ground arrester system of the present invention is illustrated. The present invention preferably includes the artificial turf system 50 or 110 (Figs. 3 and ~~6~~ 7 respectively) in areas 32 adjacent to or substantially adjacent to the runway or taxiway sides 154. The present invention preferably includes the arrester bed areas 152 having an arrester bed sub-surface adjacent to the runway or taxiway ends 156 wherever possible. Again, it is conceivable that the runways or taxiways contain obstacles, such as drains, etc., along their sides 154 or ends 156 that do not allow the turf to be uniformly applied along their edges.

The paragraph beginning at page 62, line 1, has been amended as follows:

> The primary differences between the arrester bed system 160 and the artificial turf systems 50 and 110 of Figs. 3 and ~~6~~ 7, respectively, include the typical locations of the systems disclosed above in Fig. 10 and the base material 70 of the prior systems versus the arrester base materials 78 and 162. The arrester bed system 160 includes a base material 78 that characteristically retards plant and animal life, absorbs water, enables water to drain ~~though~~ through to the soil surface 60 and provides a cushioned or slightly collapsible, energy absorbing characteristic to the sub-surface of the arrester bed system 160. The arrester base material 78 includes any material having these characteristics including, but not limited to: rolled rock, sand, rubber, foamed rubber, plastic, cork, or any combination or derivative thereof.

The paragraph beginning at page 62, line 21, has been amended as follows:

> The height h of the base material 78 is application specific but is preferably the depth of the excavation along the runway end or side wall 64 less the height of the fibers of the artificial turf 54, wherein the fiber tips are substantially parallel with the runway surface 62 and less the height of a layer of a second base material 162. One major difference between the arrester bed system 160 and the artificial turf systems 50 and 110 of Figs. 3 and ~~6~~ 7, respectively, is that the height h of the base material 78 varies, while the top surface of the artificial turf 54 remains substantially flat and substantially coplanar with the runway surface 62.

The paragraph beginning at page 63, line 8, has been amended as follows:

> The arrester bed system 160 preferably gradually brings a runaway plane to a stop. An arrester system having a deeper height h absorbs more energy~~,~~ more quickly. If the height h of the base material 78 is initially too deep, a runaway plane may stop too fast and cause the plane's landing gear to collapse and the cargo and passengers of the plane to lurch forward. The height h therefore

preferably deepens as the arrester bed system 160 spans away from the end or the side wall 64.

The paragraph beginning at page 63, line 15, has been amended as follows:

The depth of the excavation for the arrester bed system 160 is typically deeper than the depth of the excavation for the artificial turf systems 50 and 110 of Figs. 3 and ~~6~~ 7, respectively. The arrester bed systems 160 include an initial excavation at the runway end or side wall 64 of between eight inches and three feet (20 and 90 cm). The initial excavation includes being deeper than the depth or thickness of a runway, in which case the system implementor takes sufficient steps to not damage the integrity of the soil beneath the runway.

The paragraph beginning at page 66, line 19, has been amended as follows:

The implementor installs a weed barrier 56 onto the top of the second arrester base material 162. The preferred weed barrier 56 and its preferred method of installation are discussed above in connection with Fig. ~~3~~ 7. In certain areas of the arrester system 160, the implementor may desire to sheet water. The arrester system 160 thus includes a waterproof membrane 76, described above in connection with Fig. 7, in the place of the weed barrier 56.

The paragraph beginning at page 67, line 4, has been amended as follows:

A preferred two inch (5 cm) artificial turf 54 is installed such that the fiber tips are substantially coplanar or slightly below the runway surface 62, as described above in connection with Fig. 3. A washed sand infill layer (not illustrated) having varying sized granules, such as the infill 82 of Fig. 5, is installed, smoothed ~~an~~ and compacted by making one or more passes with a four-ton double drum roller, as described ~~in connection with Fig. 5~~ above. The method of laying, sewing, stretching, and pinning the artificial turf 54 of the arrester system 160 is substantially the same as that disclosed in connection with the system 50 of Fig. 3.

The paragraph beginning at page 73, line 6, has been amended as follows:

Referring now to Fig. 13, a top-front perspective sectional view through one repelling turf embodiment is illustrated, wherein a plurality of the flexible fibers 90 are replaced by repelling fibers 172 that repel loitering animals. The repelling turf section 182 has a plurality of the flexible fibers 90 and repelling fibers 172 cut away to illustrate a plurality of rows 104 of stitch holes 106. As discussed above, the repelling turf section 182 preferably includes a primary backing 86 and a secondary backing 88 and the above described methods of repelling fiber attachment. The rows 104 in this embodiment are alternatingly curved in a serpentine shape to prevent any possible "corn-row" effect from parallel rows. It is contemplated that straight rows of the repelling turf section 182 do not produce a corn-row effect. The repelling turf section 182 therefore includes alternatingly curved or straight rows.

The paragraph beginning on page 77, line 7 has been amended as follows:

> For sections of multi-pigmented turf installed adjacent to runways and taxiways, the multi-pigmented turf system 190 includes the composite stud 66 mastiqued and bolted to the runway side wall 64 via the ramsets 68, as described above. The multi-pigmented turf system 190 includes inserting the one inch (2.54 mm) staples 72 and the pinning devices 74 (not illustrated) as well as applying the glue as disclosed above to hold the turf in place. Each of these mounting devices enables snow removal from the multicolored turf 192, so that the airport markings of the system are visible. The multi-pigmented turf system 190 is adaptable to withstand the weight of a snow plow driving over the turf. Although the multi-pigmented turf system 190, as well as the other systems 50, 110 and 160 disclosed herein, can likely withstand the shearing force of the snow plow, another method of snow removal is contemplated.

The paragraph beginning on page 103, line 19 has been amended as follows:

> The multicolored turf segments 232 also include one or more of the synthetic holding position markings 248, such as the holding position marking ~~248~~ 248a. The synthetic position marking 248a includes being as big as necessary for the pilot of aircraft 28c to easily see it. The position marking 248a otherwise preferably follows the FAA standards as far as color and the relative sizing and spacing of the four-sided border to the internal lettering and/or numbering. The relatively large synthetic position signal 248a, placed to the left or right of the taxiway "A" (in this case "A" is a taxiway), enables the pilot of the airplane 28c to easily see that the pilot should hold short of a runway "E" while on the taxiway "A" and await tower control clearance.

In the Claims:

Claim 1 has been amended as follows:

1. (Amended) An artificial turf for providing a marking at an airport, the artificial turf comprising:

a backing;

a plurality of base fibers secured to the backing; and

a plurality of first marking fibers secured to the backing so as to visually define at least a portion of a first airport marking, the first marking fibers located on the backing so that when the turf is installed along a runway or taxiway at the airport, at least a portion of a like pavement marking appears on the runway or taxiway of the airport adjacent to the first marking fibers.

Claim 11 has been amended as follows:

11. (Amended) The artificial turf of Claim 1, wherein the first airport marking, defined at least partially by the first marking fibers, is installed ~~in an airport~~ so as to be aligned with ~~a~~ the like pavement marking.

Claim 19 has been amended as follows:

19. (Amended) An artificial turf for providing a marking at an airport, the artificial turf comprising:

a backing;

a plurality of base fibers secured to the backing; and

a plurality of marking fibers secured to the backing so as to visually define at least a portion of an airport marking, wherein the marking fibers have a different pigment than the base fibers, the marking fibers located on the backing so that when the turf is installed along a runway or taxiway at the airport, the airport marking is sized and positioned proximate to a runway or taxiway so as to aid a pilot or ground personal to navigate through the airport.

Claim 36 has been amended as follows:

36. (Amended) An airport marking system comprising:

a backing ~~securely installed in an area of an airport~~;

a plurality of base fibers secured to the backing;

a plurality of marking fibers secured to the backing, wherein the marking fibers are visually different from the base fibers; and

~~a base beneath the backing, the base adapted to support the weight of an aircraft; and~~

~~a soil surface beneath the base~~

an attachment mechanism that secures the backing to a runway or taxiway of an airport.

Claim 37 has been amended as follows:

37. (Amended) An airport marking and arrester bed system comprising:

a backing ~~securely installed in an area of an airport~~;

a plurality of base fibers secured to the backing;

a plurality of marking fibers secured to the backing, wherein the marking fibers are visually different from the base fibers;

a base beneath the backing, the base adapted to slow a moving aircraft; and

~~a soil surface beneath the base~~

an attachment mechanism that secures the backing to a runway or taxiway of an airport.

Claims 38 and 39 have been canceled without prejudice or disclaimer.

Claims 40 to 61 have been added.